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CENTRAL INTELLIGENCE AGENCY

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Management Agency

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REPORT NO.Location and Function

1. In July 1952 the Hwanghae Province Land Transportation Management Agency, attached to the North Korean Transportation Bureau¹ and numbering 387 men, maintained its main office near Sariwon at approximately 125-45, 38-30 (YC-408650). The agency was in charge of the transporting, loading, and unloading of military goods, grains, and minerals in the Hwanghae Province area.

History

2. Before the end of World War II the handling of freight at railroad stations in Korea was managed by the Korean Transportation Company, but during the post-war period the company was renamed the Land Transportation Guild and put under the control of the North Korean Ministry of Transportation. After the outbreak of the Korean War the Cattle Transportation Unit of the Ministry of Transportation was formed to consolidate the freight handling of the small North Korean railroad stations which had become idle since the war started. The Hwanghae Province branch of the Cattle Transportation Unit was called the 7 Battalion. In January 1952 the North Korean Ministry of Transportation was reorganized and renamed the North Korean Ministry of Railroad Transportation²; and the 7 Battalion in Hwanghae Province was renamed the Hwanghae Province Land Transportation Management Agency and was placed under the control of the North Korean Transportation Bureau.¹

Organization and Equipment

3. In July 1952 the Hwanghae Province Land Transportation Management Agency included the following units and personnel: Accounting Section, 4 men;

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General Affairs Section, 5 men; Material Section, 5 men; Transportation Section, 4 men; Repair and Maintenance Section, 20 men; Cattle Feeding Section, 7 men; the 1 Company, 92 men; the 2 Company, 90 men; the 3 Company, 90 men; and the Vehicle Company, 70 men. The Agency was equipped with 20 Soviet-made gasoline-powered trucks and 10 Japanese-made charcoal-powered trucks. The 1 Company, at approximately 125-45, 38-30 (YC-408650), had 60 ox-carts; the 2 Company, at approximately 125-37, 38-24 (YC-282535), had 50 ox-carts; and the 3 Company, at approximately 125-29, 38-22 (YC-173488), had 60-ox-carts. The Vehicle Company was at approximately 125-45, 38-30 (YC-408650).

Operations

4. The working hours of the Agency were from 7 p.m. to 7 a.m. The trucks were operated every night, but the ox-carts were used only 20 nights a month because of the lack of food for the oxen. The trucks were supplied with gasoline from P'yongyang and charcoal from Anak (125-30, 38-30) (YC-1864). In February 1952 about 1,000 tons of cement was transported from Masan-ni (125-52, 38-28) (YC-5061) to the South P'yongan Province area by trucks and ox-carts of the Vehicle Company. The cement was to be used to construct irrigation facilities. In March and April 1952 about 700 tons of grain was transported from Sariwon (125-45, 38-30) (YC-4064) to Kyomip'o (125-37, 38-45) (YC-2792), and 500 bags of ammonium fertilizer and 4,000 bags of salt were transported from Kyomip'o to Sariwon. The grain transported to Kyomip'o was thought to have been re-transported to the P'yongyang area by boat on the Taedong River. All transporting was done at night.

1. [] Comment. [] reported on the Transportation Bureau of the North Korean Army General Headquarters, possibly the same organization as the one reported here.
2. [] Comment. [] the North Korean Transportation Ministry was renamed the Railroad Ministry in December 1951.

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